



PORTLAND BUREAU OF TRANSPORTATION

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Jo Ann Hardesty Commissioner **Chris Warner** Director

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| Northwest Parking District | Zoom Meeting |
| Capital Projects | March 22, 2022 |
| Subcommittee | 1:00 p.m. – 2:30 p.m. |

Meeting Summary

Members in Attendance

Rick Michaelson (At-Large)
Jeanne Harrison (NWDA)
Karen Karlsson (NWDA)
Amy Spreadborough (NWBA)
Alex Zimmermann (At-Large)

Portland Bureau of Transportation (PBOT) Staff

Gabriel Graff, Capital Project Manager
Rae-Leigh Stark, Northwest Parking District Liaison
Stanley Ong, Parking Program Specialist

Public in Attendance

None

St. Claire Crossing

Gabriel Graff presented a funding proposal for the St. Claire Crossing. West Burnside is a high crash corridor with many crashes at this location. There is a high-volume east bound transit stop with existing crossings further away than guidelines specify. \$560,000 was awarded by ODOT to make crossing improvement, but costs have increased since. In addition to the crosswalk, half signals will be installed for Burnside (but not St. Claire) and concrete traffic separators on Burnside making St. Claire right turn only. New ramps and street lighting will also be installed.

The project estimate is \$1.1 million. Current funding sources are \$568,888 from ODOT, \$47,993 of PBOT match. \$531,112 is being asked of NW Parking SAC. If funding for the gap cannot be found, ODOT grant will be lost.



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Rick reminded the subcommittee that the goal for this agenda item is to be able to make a recommendation to the full committee.

Karen asked why there is not a stop bar for westbound traffic on Burnside. Gabriel said that a stop bar can be included.

Rick asked why the signal for the eastbound traffic 50 east of the crosswalk if vehicles are supposed to stop before the crosswalk? Gabriel said that it is not atypical for the signal to be on the far side of the intersection. Karen said that this is why she was wondering why there is not a stop bar for westbound traffic on Burnside just before the crosswalk earlier. Gabriel said that in most intersections, that the crosswalk serves as a stop bar. It may look odd on the drawing, but it shouldn't look out of place when installed.

Rick asked if someone turning right from St. Claire will need to stop for the signal. Gabriel said that the vehicle turning from St. Claire will not see the signal but will have a stop sign. Rick asked to clarify if they can see the signal from St. Claire. Gabriel said that driver will not be able to see the signal and will enter Burnside when there is a gap in traffic.

Karen believes that this is an important project, but she does not support funding the full amount requested. She asks what the difference in scope since there is a 45% increase in costs. Gabriel said it is a challenge due to how ODOT calculates the amount of funding required. The scope really did not change much; however, this is because of 2 factors – inflation, and how ODOT calculates the amount of funds required. If the project was built in 2018, there would still be a gap in funding.

Amy asked to clarify that the federal funds are identified as ODOT funds. Gabriel responded yes. Amy asked if it is too late to ask for additional funds to save the project. Gabriel said yes, and that ODOT is in the same situation for their own roadways. Amy said that the NW Parking District is in a similar situation too.

Rae-Leigh said if this were funded, it would come from permit revenue and would leave about \$1 million in carryover. This would not come from net meter revenue, which is dramatically lower than before the pandemic.

Karen asked why permit surcharge revenue is able to be used for this project since it is for TDM. Rae-Leigh said that this is TDM since it is a project that supports pedestrian and transit use.

Amy asked how this relates to NWIM and what is the source of funding for NWIM projects? Rae-Leigh said that historically, NWIM projects were paid for from both net meter revenue and permit surcharge. NWIM did not request funding last year or this year since they were currently using just carryover funding. The upcoming will request will start in 23/24, so it wouldn't be for the upcoming budget cycle in July but the following one.

Rick said that a 5-year commitment was made for NWIM, and only 2 or 3 years of funding has been paid. Rae-Leigh said that 2 years have been funded, leaving 3 years from the original commitment. Rick asked how much the commitment was, and Rae-Leigh said that it was \$400,000 a year.

Rae-Leigh said Zef is planning to attend a future SAC meeting, likely in May, and will include a budget breakdown of how funds have been used to date and future requests.

Rick asked Gabriel how soon he would need to know about the committee's decision to avoid losing the ODOT funds. Gabriel said that he would need to know ASAP. He had hoped to be on last month's agenda, but that had to be rescheduled. The sooner the better is best.

Amy wanted to confirm that the \$531,112 being requested would come out of permit surcharge revenue that is currently not allocated. Rae-Leigh confirmed. Amy asked if fully funded, what would the remaining unallocated balance be. Rae-Leigh said that the carryover is currently about \$1 million, so that would leave about \$500,000.

Karen asked other sources of additional funding has been considered. She is aware of a some dedicated for ADA curb ramps, and if some of those funds can be used to pay for the curb ramps. Gabriel said that he has not requested the funding for ADA ramps yet. Typically, that type of request is granted if the ramp is done as an "add-on program". If extra curb ramps were being done it would be eligible but the ramps in the proposed crossing are all required, and the project would not be able to proceed without them.

Karen said that it feels that the city is not looking to put any additional funds beyond the initial \$47,993 commitment. And that if they were only able to fund a portion of the request, the project would not be able to be saved. Gabriel said that the project was underfunded when they were awarded the funds, and then there is inflation. They were already short in 2018 and are now even more short. Karen asked why they only committed \$47,000 at the time. Gabriel said that ODOT requires an agreement that there will be an 11% percent local match when administering the federal funds.

Amy asked what happens if they only fund \$300,000. Gabriel said that they would turn down the funds, albeit a harder time turning down the funds.

Gabriel said that this project is early in the process, so there are not much sunk costs. Other projects are further along, so PBOT has been prioritizing those other projects.

Karen asked if there have been efforts to reduce the cost of the project. Gabriel said that the half signal and only signaling one leg of the crosswalk were efforts taken. Rick said that those were done before the grant application, and that no value engineering has been done since. Gabriel said that based off the conditions at the crossing, nothing else can be done to reduce costs.

Alex said that she agrees that this is a dangerous crossing, but she is also hearing that this is a large ask. Is there potential for a future cycle or a different program? What would a successful second application look like, and what partnerships can be made if there were more time? If the committee were to set aside for something like this in the future, what would that look like?

Karen suggests that maybe a portion of this project can be integrated into NWIM.

Alex said that the urgency of the request makes it difficult to consider. Maybe a phased approach can be helpful. The committee might benefit from a matrix or prioritization hierarchy, and possibly a funding bucket that is flexible for future requests. It is hard to prioritize this size of ask without knowing how existing work is prioritized.

Rick said that this project will be weighed against the NWIM projects for funding and priority.

Rick asked to confirm if this project is inside the district. Rae-Leigh said that it is on the southern boundary of the NW district and northern boundary of Southwest. The main thing to consider is that there are a lot off transit off boardings from the eastbound bus stop that serves 3 lines. This crosswalk would connect from Southwest to Northwest. Rick asked if it would make sense that some of the money would come from Southwest or CCIM and not entirely from NWIM? Rae-Leigh said that she cannot answer that question.

Rae-Leigh said that there is about \$1 million in carryover. The carryover can potentially serve as the flexible bucket that Alex was requesting. Not all the funds are allocated each year.

Rick asked if this can be included as part of the normal budget process and evaluate it against the other requests and proposals. Rae-Leigh said that the ongoing NWIM projects, a lot are curb extensions being engineered right now. Zef has an idea for timing but is leaving room for potential barriers. Projects are anticipated to be installed next year but may shift depending on the outcome of engineering.

Rick asked if the committee could ask Zef to reduce his request by \$500,000. Rae-Leigh said that she can talk to him, and that the committee can request that. Karen said that this would make her feel more comfortable.

Karen said that projects like this is not the reason why the committee has carryover. The reason they carryover for cushion during tough years and for the ability to fund larger scale projects. She is not against creating a separate pot of money for emergencies though.

Alex said that it would be nice to be able to respond quickly to things, so it would be nice to have an established way to score and evaluate things. The ability to evaluate quickly is also missing. Knowing in advance what types of grants a project is eligible for and knowing what has already been considered would be good.

Gabriel said that the project looks good in terms of the criteria they look at – there is a known crossing gap, there is a known crash history, there is a high-volume transit stop, it is on a high crash corridor, it serves commercial districts, Burnside is a key barrier between Northwest and Southwest, and there is a 55% match.

Rick said that it sounds like that the subcommittee will move forward and will try to make this work. However, it is usually SAC policy to require city funds of 1:1, i.e. if \$250,000 in local sources were identified then it is easier for the SAC to also contribute \$250,000. The SAC money is not designed to replace city dollars.

Rick asked for some funding scenarios from Rae-Leigh. He does not hear support for \$500,000, but he does hear support for the project itself.

Maintenance of Trashcans & Curb Extensions

Rae-Leigh said that at previous meeting, concerns about maintenance were raised. On the NW website in a few different spots, there are ways the public can report graffiti or full trashcans. The city has a contract for graffiti removal, and they will go out to it.

Karen said that she wishes a phone number to address maintenance concerns on the trashcans. Rae-Leigh said that can be done with an additional sticker.

Rick asked how many of the 42 have been replaced. Rae-Leigh said that 37 were replaced last week, so she thinks most are installed now.

Rick asked about smaller cans in the future. Rae-Leigh said they are planning on adding more cans in the upcoming fiscal year. If there was a focus area the committee would like, there is still an opportunity to use parking revenue to fund additional trash cans and keep the city funded ones too.

Alex asked if they could look at a sponsorship program like bike parking. If an organization wanted more trash cans on-site, can they provide a funding match? She has heard that people want more of trashcans. How can the committee get more trashcans out there faster?

Rick said they also should consider the smaller ones too.

Alex said that in Lloyd, they used to do it on a sponsorship model. If a hotel wanted one, they would split the cost.

Pedestrian Lighting Installation

Rae-Leigh said that five are scheduled to be installed by April 1.

New Business

Rae-Leigh would like to do some sort of campaign to share with the district of recent reinvestments – trashcans, pedestrian lighting, curb extensions, and upcoming projects.

Rae-Leigh would like to change the May meeting to April 26 so that the budget can be prepared for the main meeting. Rick suggested to keep both meetings.

Alex would like to request some sort of open house once we return to in-person meetings.

Amy said NWDA members have asked if there is an open house planned in the future, so that would be well received.

Meeting Adjourned.

PBOT Action Items

PBOT will provide multiple funding scenarios to fund the St. Claire crossing.